

Message Text

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16

ACTION OES-05

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COME-00 DODE-00 EB-07 EPA-04 INR-07 IO-10 L-02 NSF-02

NSC-05 NSAE-00 PM-03 RSC-01 SS-15 SP-02 FEA-01 DOTE-00

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DEPT PASS TO OES/ENP FOR HERTER & ENVIRONMENTAL PROTECTION AGENCY

E.O. 11652: N/A

TAGS: SENV, ETRN, JA

SUBJECT: VEHICLE EMISSION STANDARD

REF: A-282 (4/18/74)

SUMMARY: ON DECEMBER 5, 1974, AN EXPERT COMMITTEE ON AUTOMOBILE POLLUTION OF THE CENTRAL COUNCIL ON POLLUTION CONTROL PROPOSED (1) DEFERMENT BY TWO YEARS OF THE IMPLEMENTATION OF THE ORIGINALLY RECOMMENDED NITROGEN OXIDE EMISSION CONTROL PLAN AND (2) SETTING, AS INTERIM MEASURES, DOUBLE STANDARDS FOR NOX EMISSION--0.6 GRAM FOR SMALL VEHICLES AND 0.85 GRAM FOR LARGER VEHICLES PER KILOMETER RUN. THUS, THE NEWLY PROPOSED EMISSION STANDARDS FOR NOX REPRESENT A MAJOR RETREAT FROM THE ORIGINAL PLAN OF CUTTING AMOUNT OF NOX IN AUTOMOTIVE EMISSIONS TO 0.25 GRAM IN 1976 FROM THE PRESENT LEVEL OF 2.18 GRAMS. END OF SUMMARY.

L1. AN EXPERT COMMITTEE ON AUTOMOBILE POLLUTION OF THE CENTRAL COUNCIL ON POLLUTION CONTROL, AN ADVISORY BODY FOR THE ENVIRONMENT AGENCY, PROPOSED IN A REPORT OF DECEMBER 5, 1974, DEFERMENT BY TWO YEARS OF THE ENFORCEMENT OF THE RECOMMENDED 1976 CONTROL OF NITROGEN OXIDE EMISSIONS CALLING FOR REDUCING AMOUNT OF NOX IN AUTO EMISSIONS TO 0.25 GRAM PER KILOMETER RUN, AND SETTING, UNCLASSIFIED

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AS INTERIM MEASURES, DOUBLE STANDARDS OF 0.6 GRAM FOR SMALL

VEHICLES LESS THAN 1 TON IN EQUIVALENT INERTIA WEIGHT (WEIGHT OF VEHICLE PLUS 110 KG WHICH IS EQUIVALENT TO BODY WEIGHT OF TWO PASSENGERS) AND 0.85 GRAM FOR LARGER VEHICLES. THE SUBSTANCE OF THE REPORT WILL BE INCORPORATED IN THE COUNCIL'S RECOMMENDATION TO BE FILED WITH THE DIRECTOR-GENERAL OF THE ENVIRONMENT AGENCY ON DECEMBER 10, AND THE PROVISIONAL STANDARD FOR NOX TO BE APPLIED TO NEW PASSENGER CARS AS OF APRIL 1, 1976 WILL BE ANNOUNCED AT THE END OF NEXT JANUARY BY THE NEW CABINET HEADED BY TAKEO MIKI, FORMERLY DIRECTOR-GENERAL OF THE ENVIRONMENT AGENCY. ACCEPTANCE OF THE COMMITTEE'S REPORT AS THE NEW INTERIM STANDARDS IS CONSIDERED VIRTUALLY CERTAIN. OVERALL AUTOMOTIVE EMISSION STANDARDS WILL THEN BE AS FOLLOWS:

AUTOMOTIVE EMISSION STANDARDS, GRAMS/KM

POLLUTANT 1973 STANDARD 1975 STANDARD 1976 STANDARD INTERIM STANDARD

		(GOAL)			
CO	18.40	2.1	2.1	--	
HC	2.94	0.25	0.25	--	
NOX	2.18	1.2	0.25	0.6	
			0.85		

2. THE PROPOSED EMISSION STANDARDS FOR NOX WERE STRONGLY CRITICIZED BY THE AUTHORITIES AND INHABITANTS OF MAJOR CITIES SUFFERING FROM AIR POLLUTION. THE MAYORS OF SEVEN MAJOR CITIES LAST NIGHT DEMANDED A REVIEW OF THE DRAFT RECOMMENDATION WHICH THEYTERMED "UNSCIENTIFIC AND UNDEMOCRATIC." ACCORDING TO THE TOKYO METROPOLITAN GOVERNMENT, THE REDUCTION IN AMOUNT OF NOX RELEASED TO THE ATMOSPHERE UNDER THE PROPOSED STANDARDS (0.6 - 0.85 GRAM) WOULD BE ONLY 5,000 TONS ANNUALLY COMPARED WITH 18,000 TONS ATTAINABLE UNDER THE ORIGINALLY RECOMMENDED STANDARD (0.25 GRAM), MAKING IT NECESSARY TO COVER THE BALANCE OF MORE THAN 10,000 TONS WITH REGULATION OF TRAFFIC AND OTHER MEANS.

3. AUTOMOBILE MANUFACTURERS, ON THE OTHER HAND, HAVE TERMED THE PROPOSEDINTERIM STANDARDS AS "EXTREMELY SEVERE." EIJI TOYODA, PRESIDENT OF THE JAPAN AUTOMOBILE INDUSTRY ASSOCIATION, SAID THE DRAFT RECOMMENDATION WILL INEVITABLY EXPERT SERIOUS EFFECTS ON THE NATION'S AUTOMOBILE INDUSTRY, INCLUDING RELATED INDUSTRIES, AND EVENTUALLY AFFECT THE INTERNATIONAL COMPETITIVE POWER OF

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JAPANESE AUTOMOBILES AS WELL AS THE ENERGY PROBLEM. IT IS EVEN FEARED THAT SUCH SEVERE STANDARDS MIGHT BE CONSIDERED AS NON-TARIFF BARRIER BY OTHER COUNTRIES, HE SAID.
SHOESMITH

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